



**WALKER**  
CONSULTANTS

# Central Business District Parking Study

Kansas City, Missouri

June 10, 2020



# Agenda

**01 Project Overview**

**02 Current Conditions**

**03 Future Conditions**

**04 Community Engagement**

**05 Recommendations**



**01 Project Overview**

**02 Current Conditions**

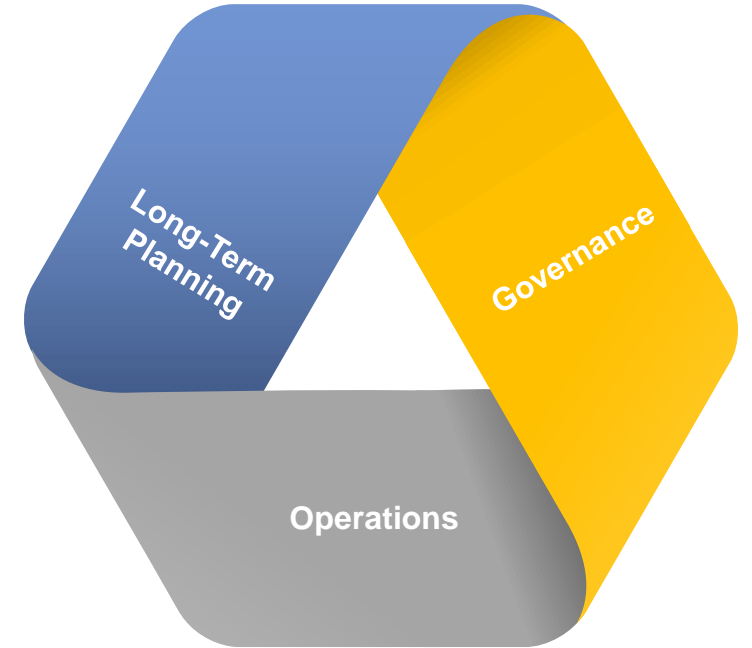
**03 Future Conditions**

**04 Community Engagement**

**05 Recommendations**

# PROJECT GOALS – KCMO CBD PARKING STUDY

To provide an independent evaluation of the parking system that supports long-term planning, operations, maintenance, and governance of the



# PROJECT APPROACH



**CURRENT PARKING  
NEEDS ASSESSMENT**

**COMMUNITY  
ENGAGEMENT**

**FUTURE PARKING  
NEEDS ASSESSMENT**

**POLICY REVIEW +  
ALTERNATIVES ANALYSIS**

**RECOMMENDATIONS**

136-Block Study Area	Online Survey	New Development	Parking Planning	Best Practices
Parking Inventory	Focus Group Meetings	Organic Growth	Parking Operations	Management Structure
Parking Occupancy	Stakeholder Meetings	Parking Projections	Parking Enforcement	Planning
Parking Adequacy	Issue Identification	Future Parking Adequacy	Organizational Management	On-Street Strategy
				Off-Street Strategy

# STUDY AREA

## Central Business District

136-Blocks

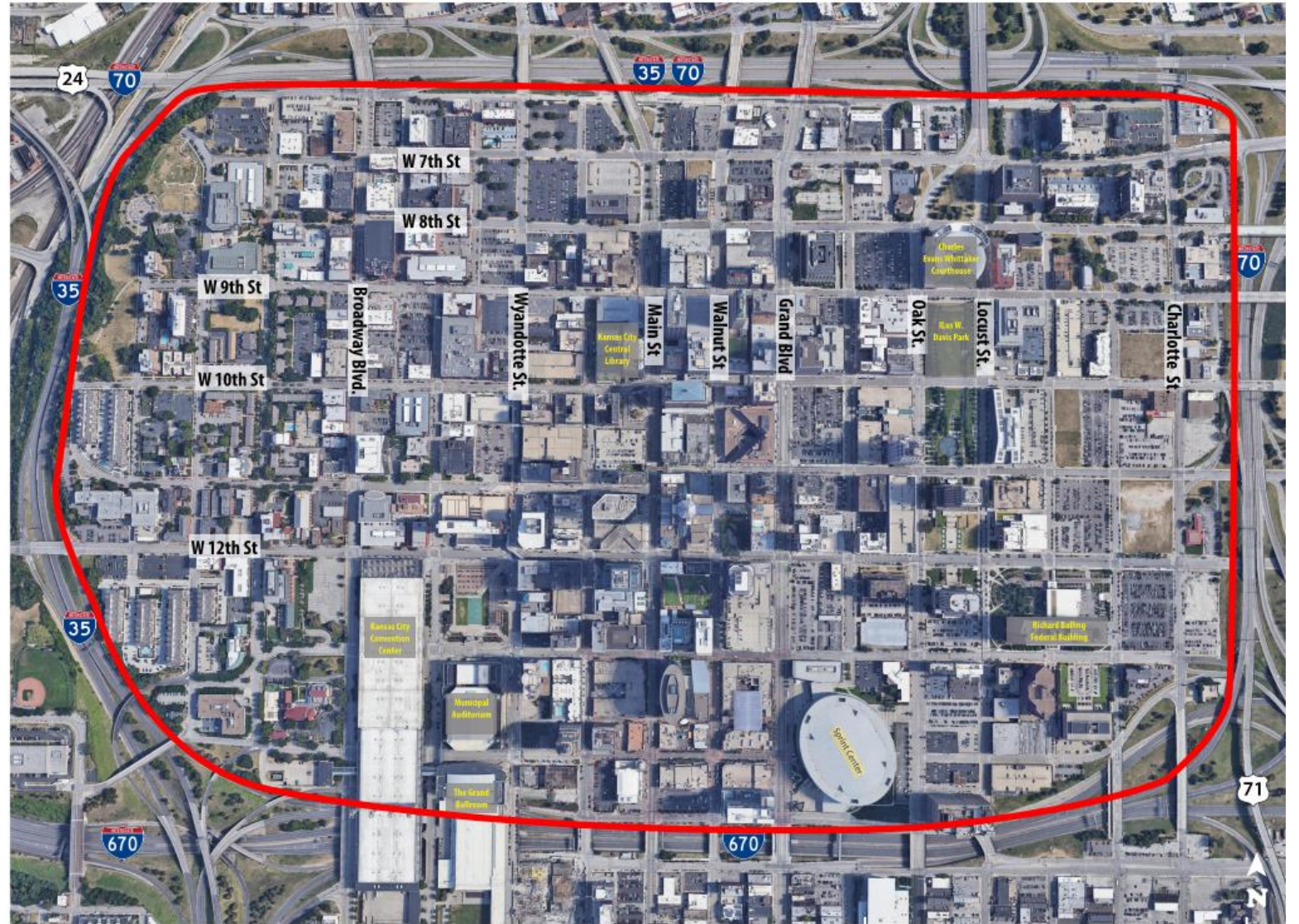
North - Interstate 35/Interstate 70

South - Interstate 670


East - US-71

West - Interstate 35

23 Exits / 6.23 Square Miles



LEGEND

 Study Area



**01 Project Overview**

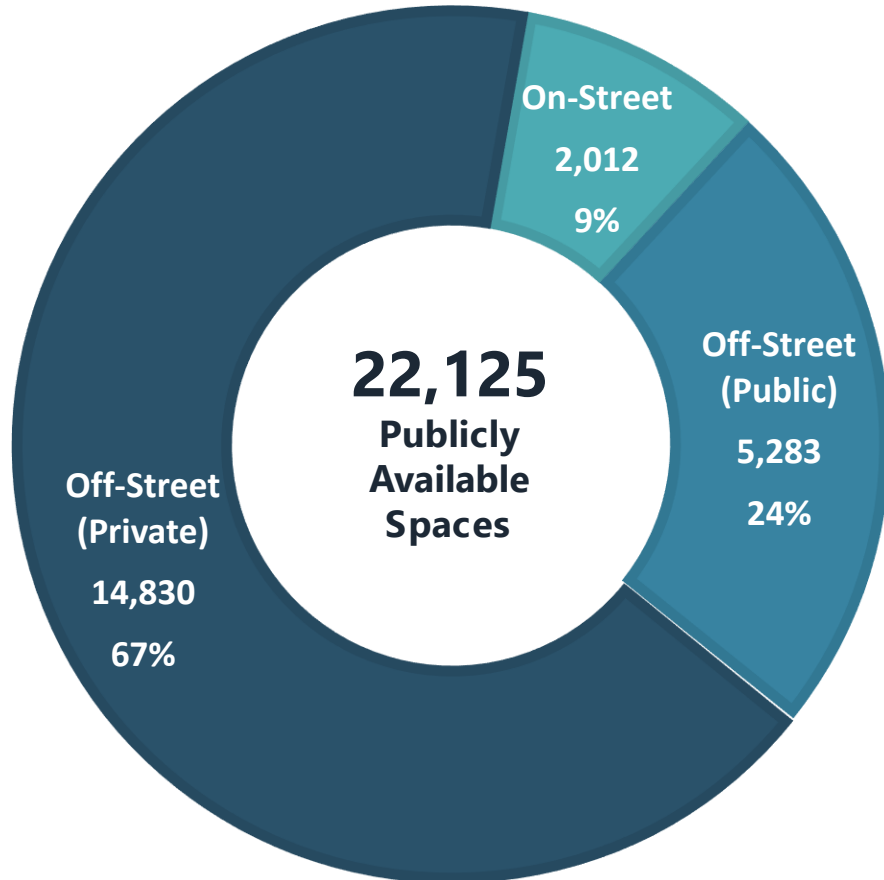
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# CURRENT CONDITIONS - PARKING INVENTORY



## 2,012

### On-Street Spaces

Time limits and meters are used to manage the on-street parking supply. The time limits vary with most parking spaces designated as 3-hour parking from 7:00 AM to 6:00 PM. Other time limits range from 15-minute to 10-hour.

## 5,283

### Off-Street Spaces (Public)

Publicly funded and operated parking facilities include the Auditorium Plaza Garage (922), KC Live Garage (1,920), Ed Wolfe Garage (1,270) 11<sup>th</sup> & Cherry Garage (792), 13<sup>th</sup> and Walnut Garage (379).

## 14,830

### Off-Street (Private)

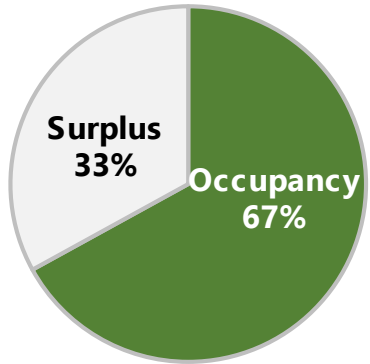
Private and public/private/partnership funded parking assets located in garages and surface lots, and available for use by the general public.



# CURRENT CONDITIONS - PARKING OCCUPANCY ANALYSIS SUMMARY

12:00 PM Peak

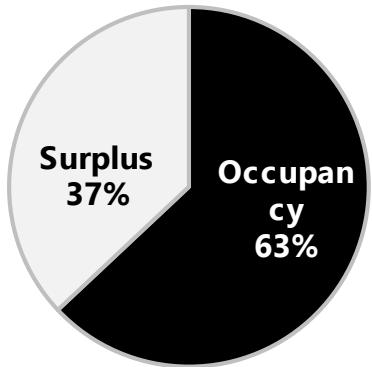
66% Total Peak Occupancy



## Off-Street

67% Occupancy

13,409 Parked Vehicles

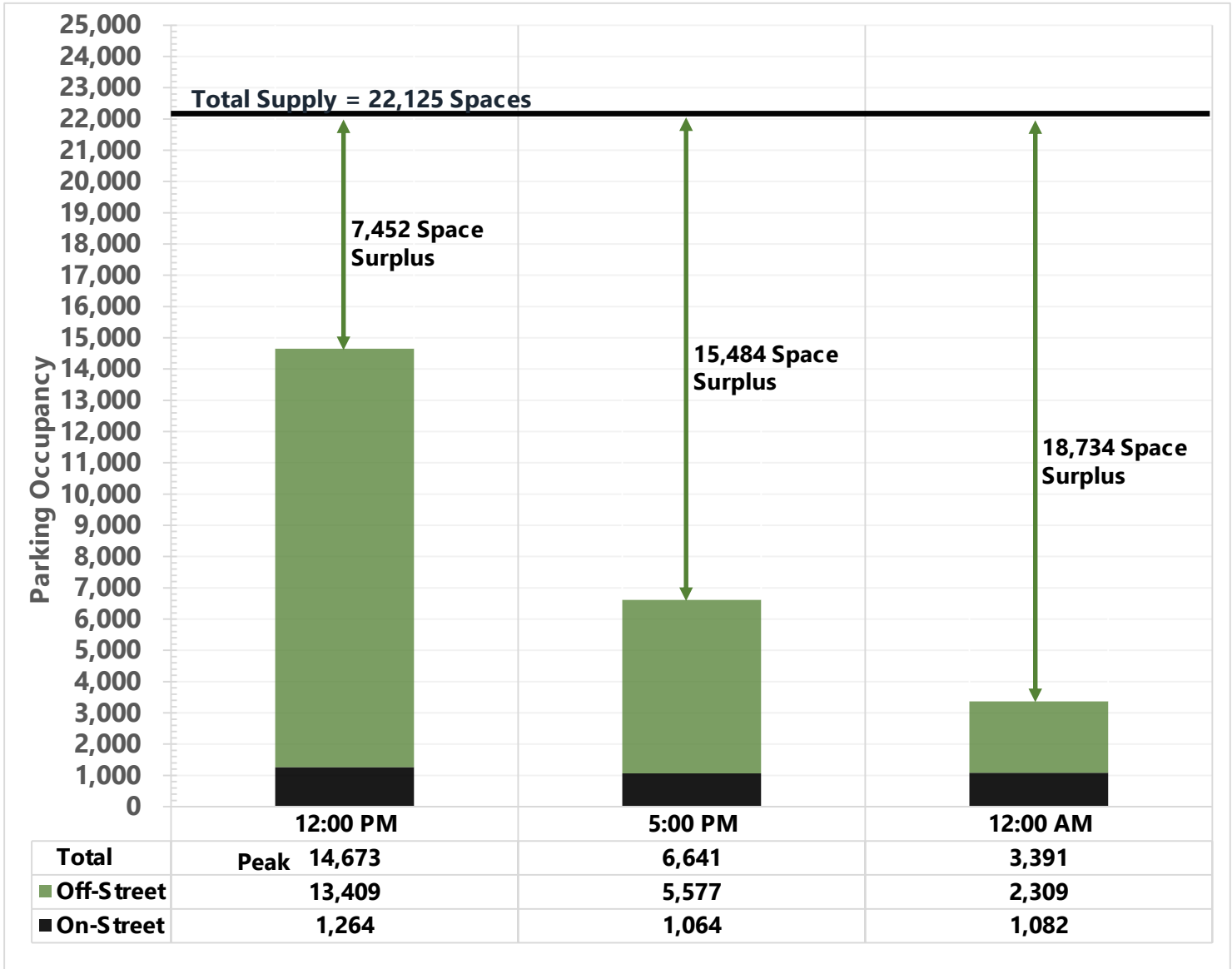


## On-Street

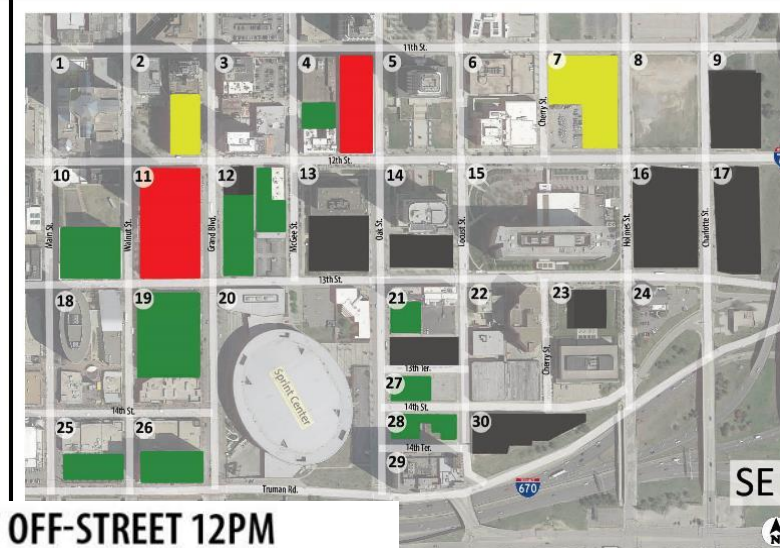
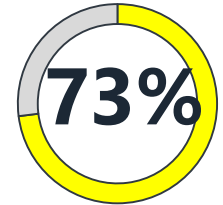
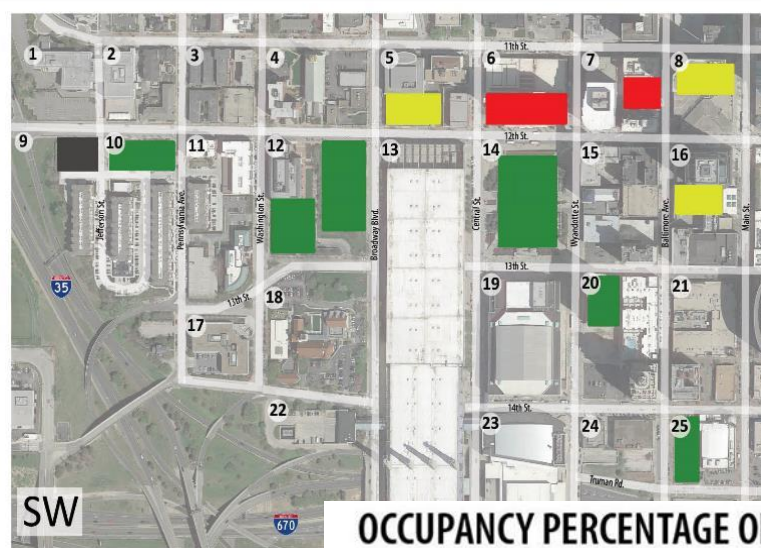
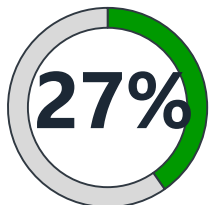
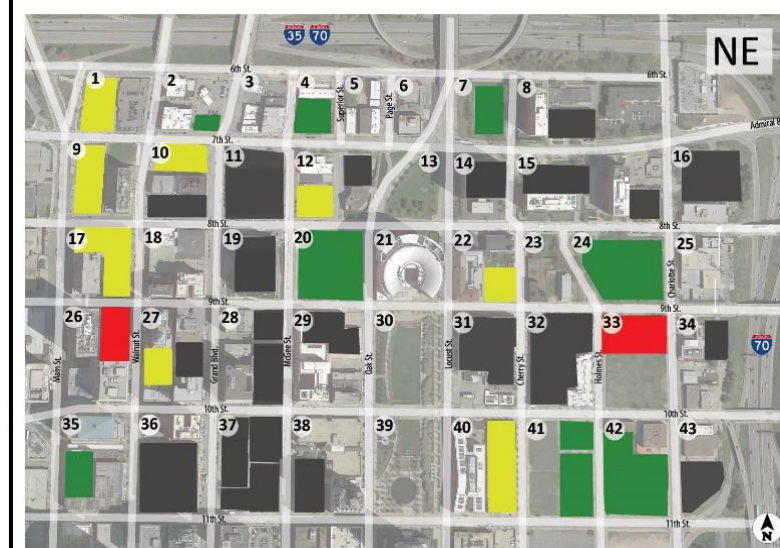
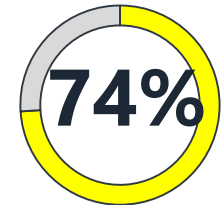
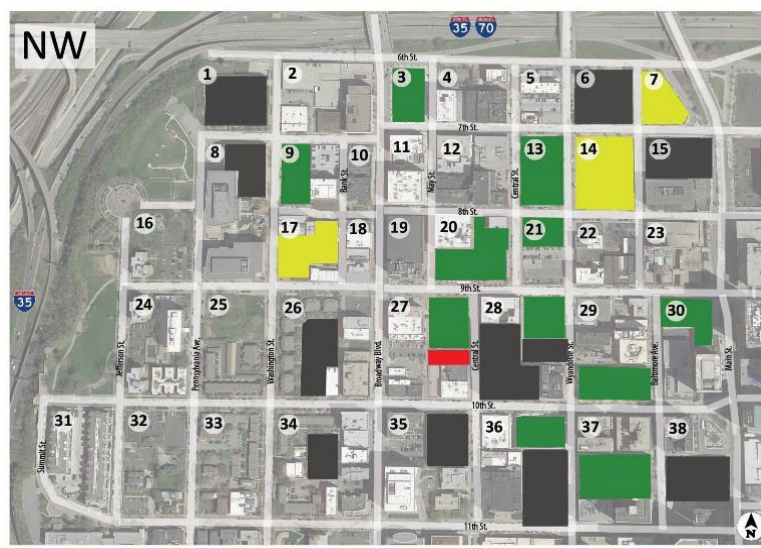
63% Occupancy

1,264 Parked Vehicles

Data collection performed on Tuesday, January 15, 2019, and Wednesday, January 16, 2019



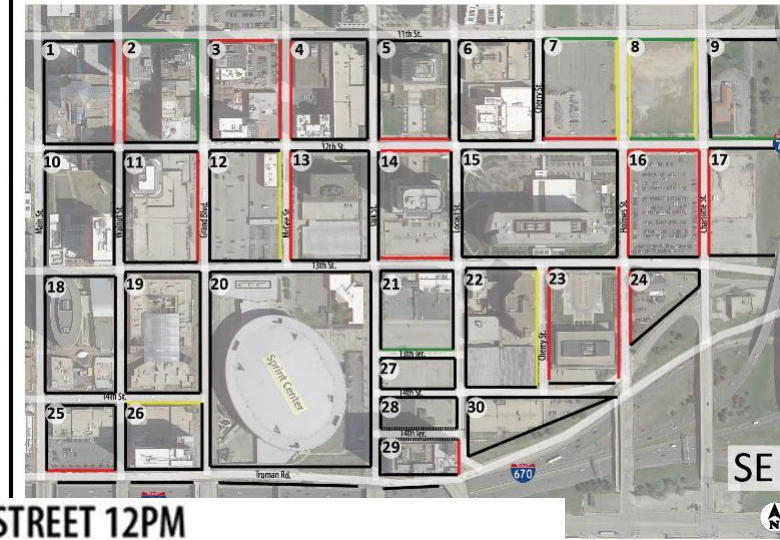
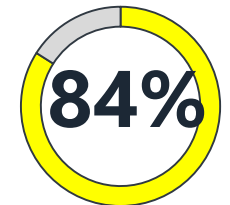
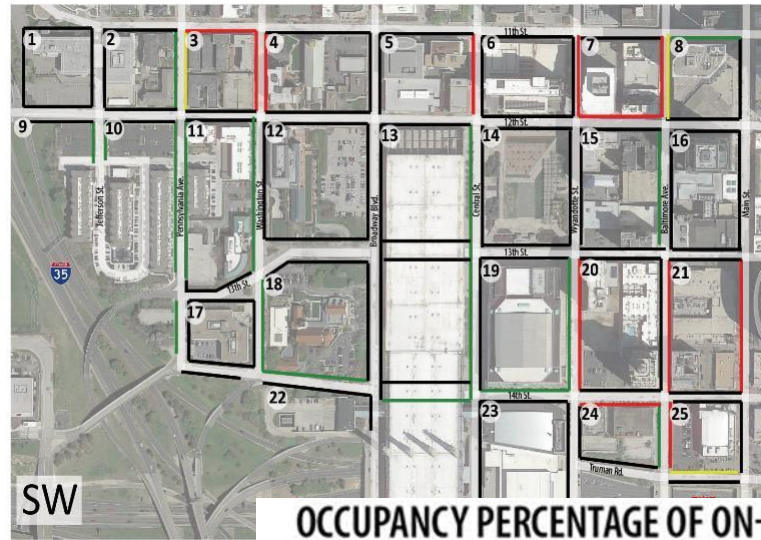
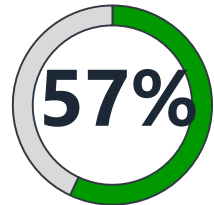
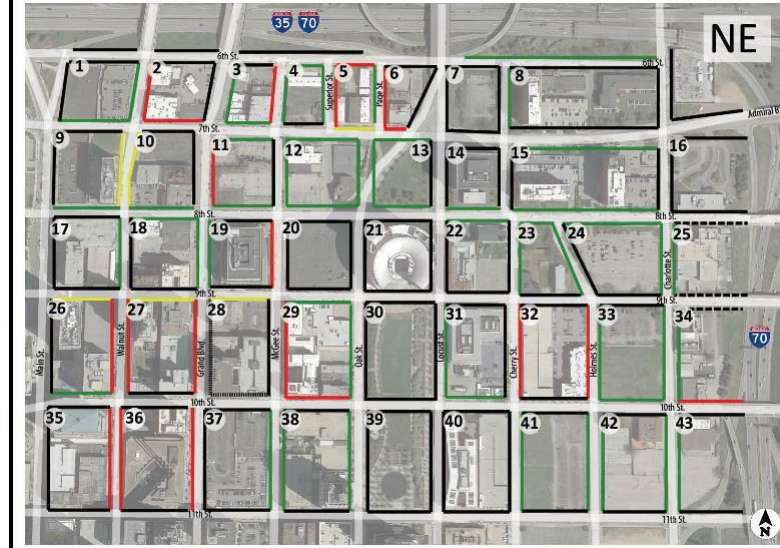
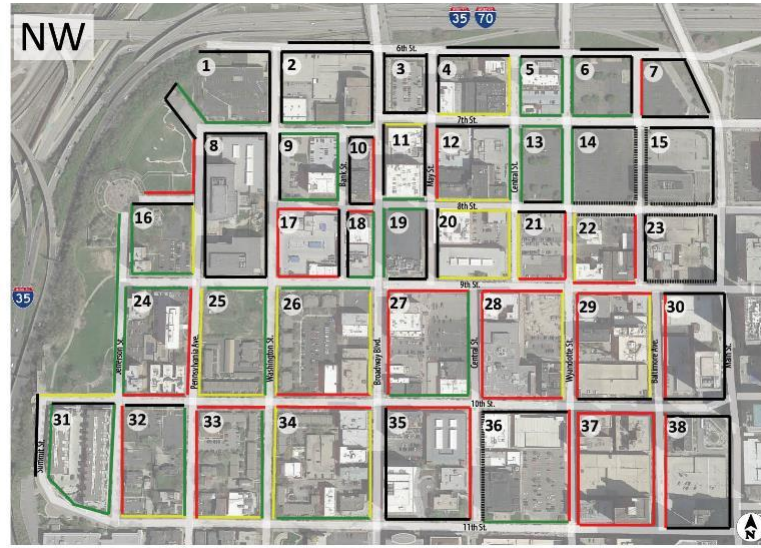
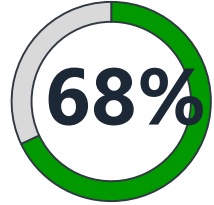
# PARKING OCCUPANCY ANALYSIS – OFF-STREET PARKING HEAT MAP AT 12:00 PM PEAK



OCCUPANCY PERCENTAGE OF OFF-STREET 12PM

■ 0-69%    
 ■ 70-84%    
 ■ 85-100%    
 ■ Restricted Access

# PARKING OCCUPANCY ANALYSIS – ON-STREET PARKING HEAT MAP AT 12:00 PM PEAK



OCCUPANCY PERCENTAGE OF ON-STREET 12PM

- 0-69%
- 70-84%
- 85-100%
- No Parking
- Construction



**01 Project Overview**

**02 Current Conditions**

**03 Future Conditions**

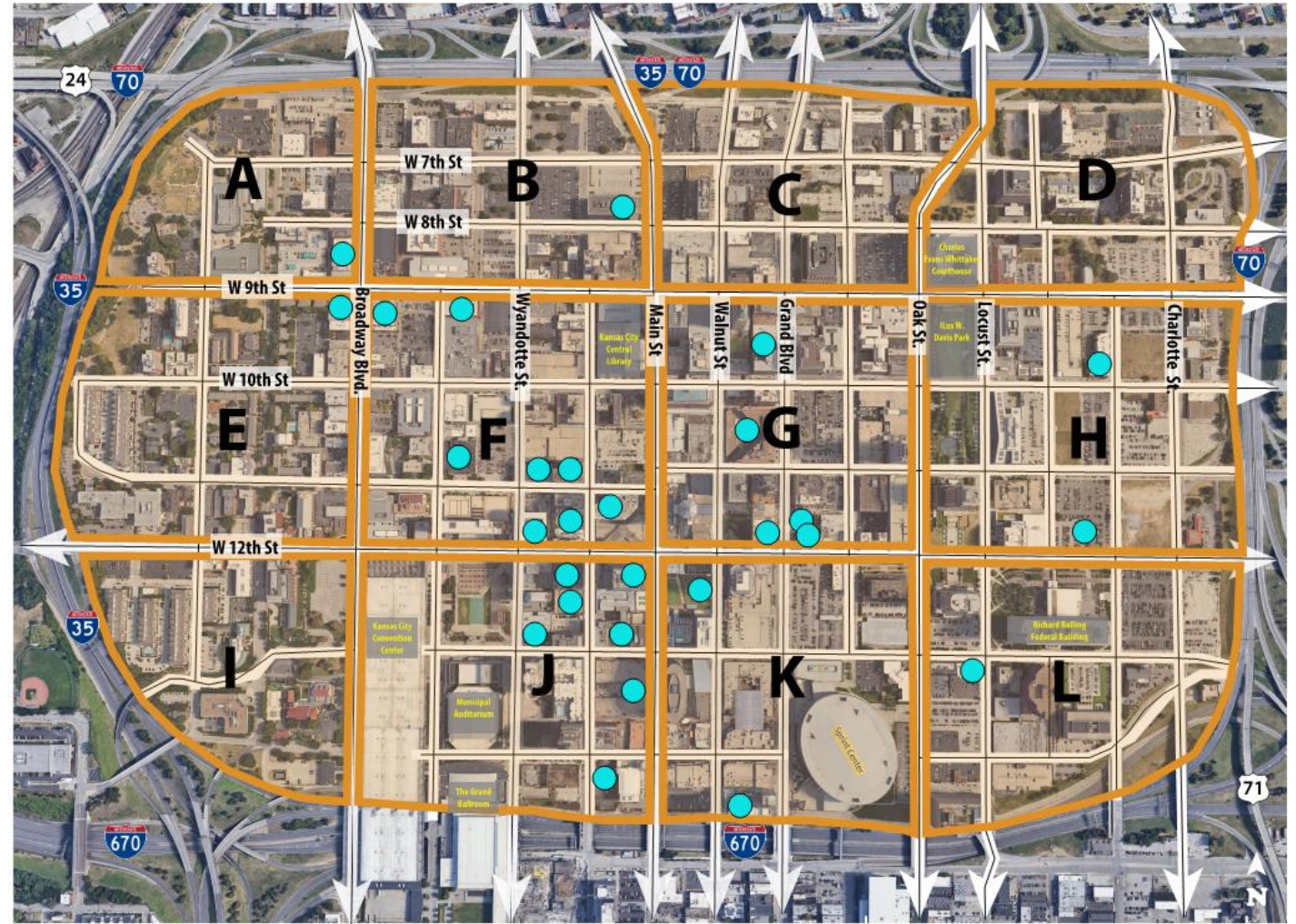
**04 Community Engagement**

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# FUTURE PARKING OCCUPANCY ANALYSIS

## Salient Assumptions:

1. 3 to 5-Year Planning Period
2. Known New Development Program Information
3. 15% Organic Growth Rate in CBD
4. Projected Future Parking Demand (ULI/SP Model)
5. Barney Allis Replacement In-Kind
6. Excludes Waddell & Reed Office



FUTURE CONDITIONS

**A** Zones    ● New Development

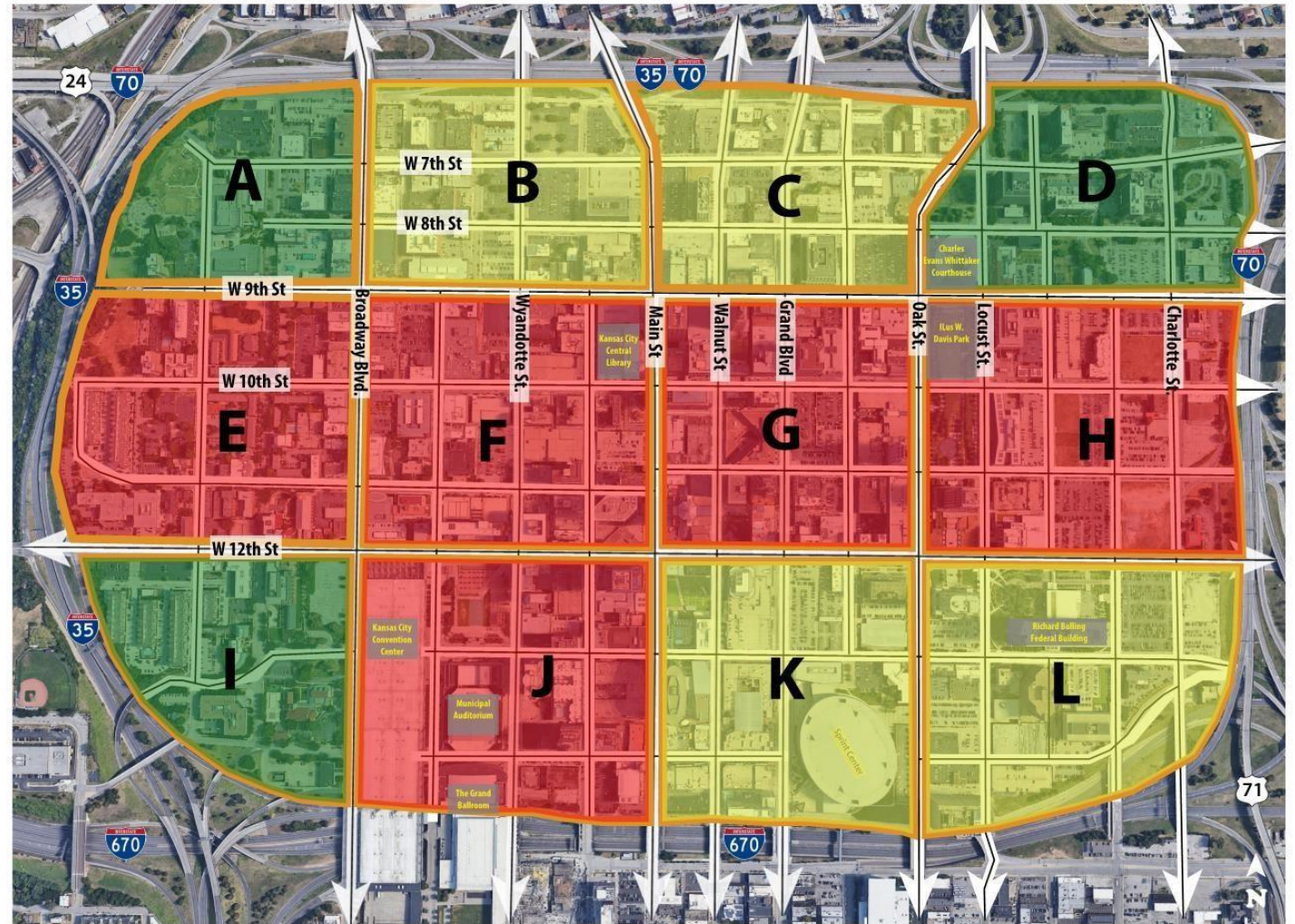
# FUTURE PARKING OCCUPANCY ANALYSIS

## 12:00 PM PEAK WEEKDAY CONDITIONS

12:00 PM + Future Changes + 15%				
ZONE	Supply	Occ	Occ %	Surplus/Deficit
A	366	250	68%	116
B	1,999	1,463	73%	536
C	1,814	1,492	82%	322
D	570	279	49%	291
E	369	358	97%	11
F	4,300	5,450	127%	-1,150
G	3,123	3,666	117%	-543
H	1,827	2,558	140%	-731
I	1,243	657	53%	586
J	4,073	3,873	95%	200
K	4,171	3,343	80%	828
L	337	282	84%	55
<b>ALL</b>	<b>24,192</b>	<b>23,671</b>	<b>98%</b>	<b>521</b>

### Key Drivers:

New Commercial Office Developments + Organic Growth in Core CBD Impact Zones E, F, G, H and J at 12:00 PM



QUANTIFIED FUTURE CHANGES + 15% GROWTH 12PM

**A** Zones    0-69%    70-84%    85-100%

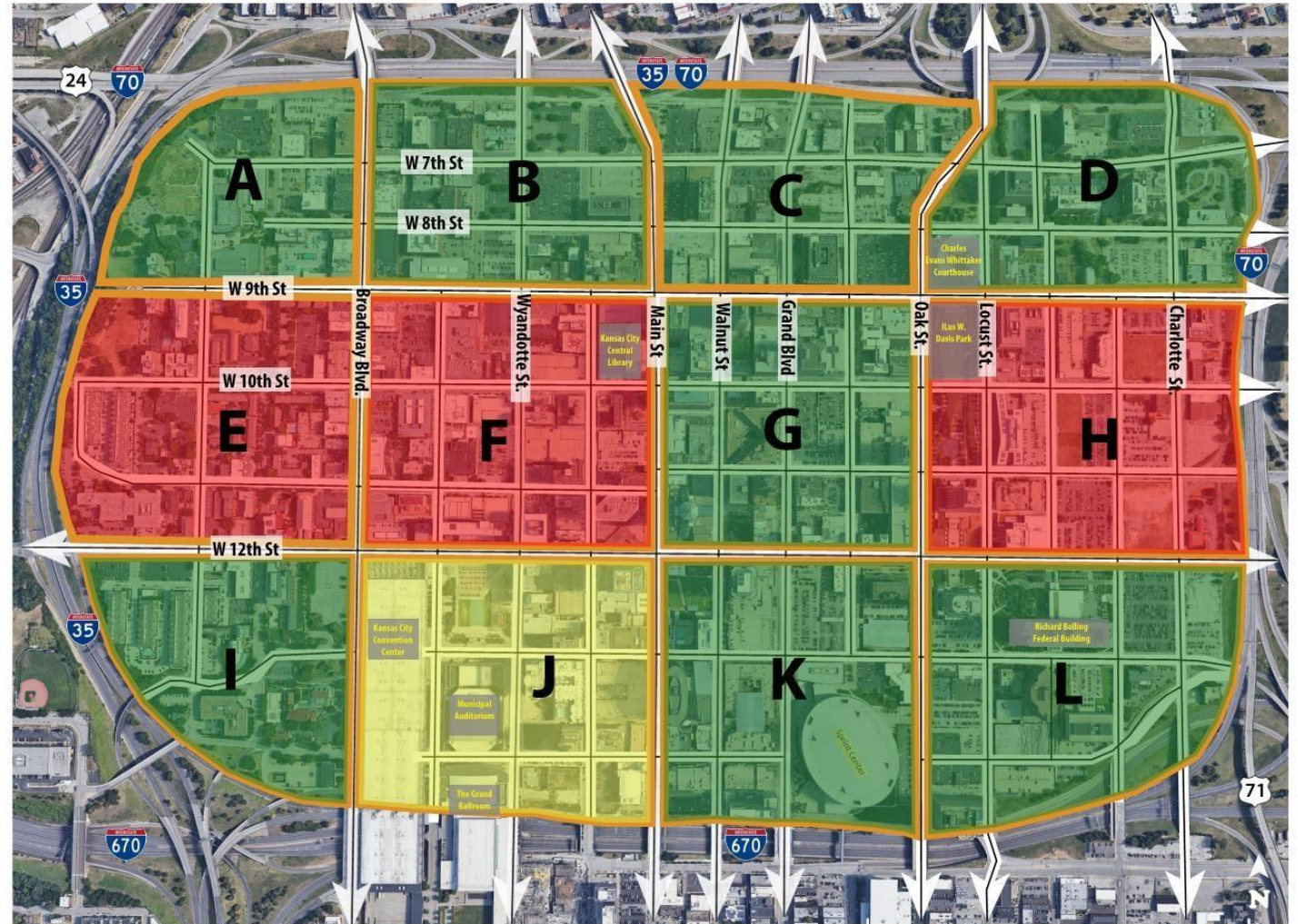
# FUTURE PARKING OCCUPANCY ANALYSIS

## 5:00 PM WEEKDAY CONDITIONS

ZONE	5:00 PM + Future Changes + 15%			Surplus/Deficit
	Supply	Occ	Occ %	
A	366	221	60%	145
B	1,999	1,039	52%	960
C	1,814	754	42%	1,060
D	570	54	9%	516
E	369	381	103%	-12
F	4,300	3,755	87%	545
G	3,123	1,687	54%	1,436
H	1,827	1,805	99%	22
I	1,243	266	21%	977
J	4,073	2,897	71%	1,176
K	4,171	2,107	51%	2,064
L	337	151	45%	186
<b>ALL</b>	<b>24,192</b>	<b>15,117</b>	<b>62%</b>	<b>9,075</b>

### Key Drivers:

New Commercial Office + Apartment + Lodging Developments, and Organic Growth in Core CBD Impact E, F and H at 5:00 PM



QUANTIFIED FUTURE CHANGES + 15% GROWTH 5PM



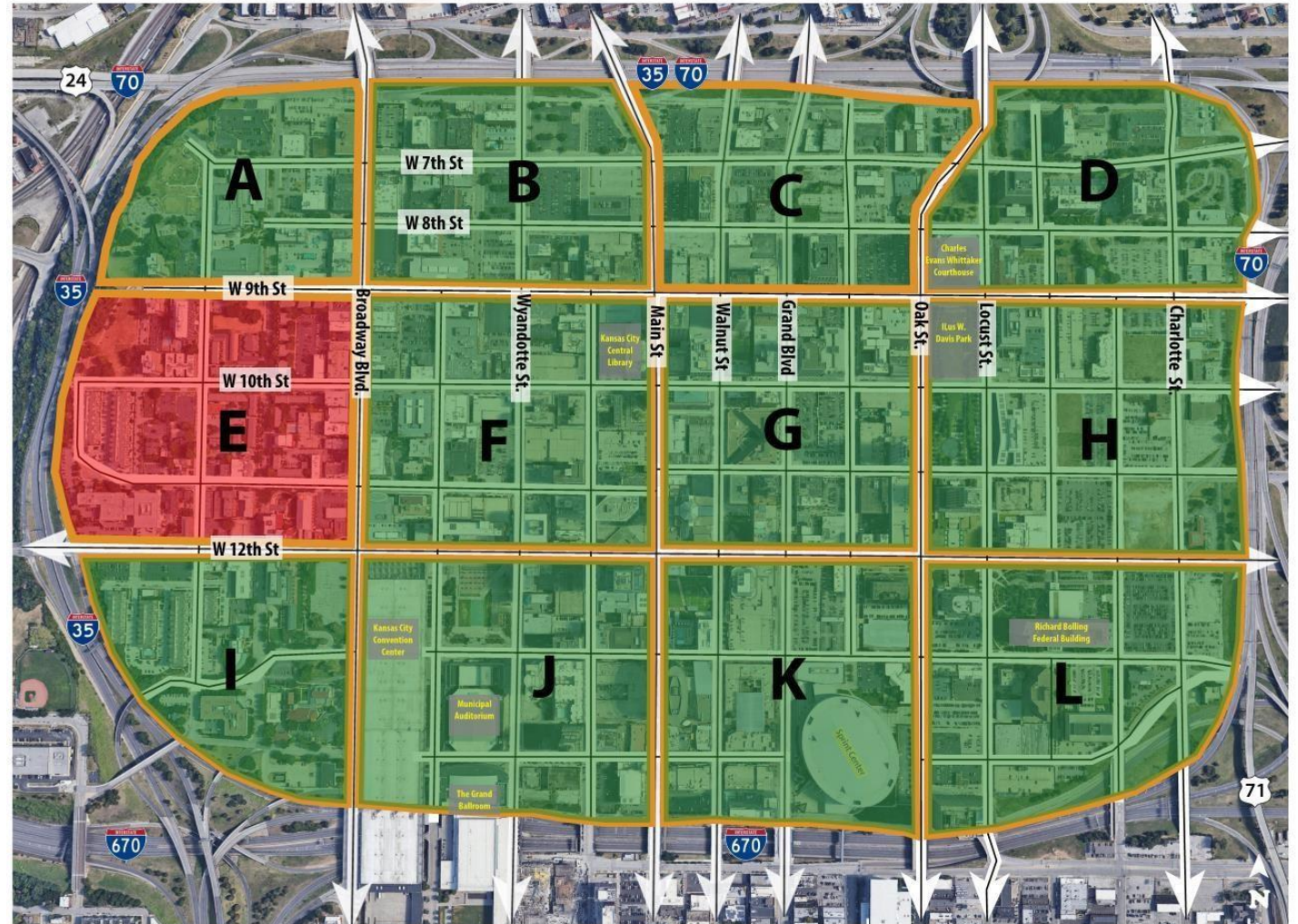
# FUTURE PARKING OCCUPANCY ANALYSIS

## 12:00 AM WEEKDAY EVENING CONDITIONS

12:00 AM + Future Changes + 15%				Surplus/Deficit
ZONE	Supply	Occ	Occ %	
A	366	186	51%	180
B	1,999	1,014	51%	985
C	1,814	595	33%	1,219
D	570	70	12%	500
E	369	414	112%	-45
F	4,300	1,562	36%	2,738
G	3,123	1,109	36%	2,014
H	1,827	1,151	63%	676
I	1,243	83	7%	1,160
J	4,073	1,272	31%	2,801
K	4,171	715	17%	3,456
L	337	88	26%	249
<b>ALL</b>	<b>24,192</b>	<b>8,259</b>	<b>34%</b>	<b>15,933</b>

### Key Drivers:

New Lodging Development + Existing Residential Developments Impact Zone E at 12:00 AM – Low Occupancy in All Other Zones



QUANTIFIED FUTURE CHANGES + 15% GROWTH 12AM





# SUMMARY OF CURRENT AND FUTURE PARKING NEEDS

## Current Parking Conditions

Parking demand does not exceed the available supply during peak weekday conditions in the Study Area

No immediate need to build new structured public parking in the Study Area

Improving access to supply through management solutions and maintenance of existing structures

Coordinate asset management program that aligns off-street, on-street, and enforcement policy

## Future Parking Conditions

Includes 1) baseline current conditions, 2) known changes to area land uses, and 3) the application of an organic market growth factor

High demand for parking in Zones E, F, G, H, and J. Potential localized off-street parking deficits at peak conditions

Support new development through the efficient operation and maintenance of the existing off-street public parking system



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# COMMUNITY ENGAGEMENT – FOCUS GROUPS + SURVEY

## Focus Group Meetings

3 focus group meetings  
CBD business owners, customers,  
residents, developers, and employees

## Online Parking Survey

42-Question survey  
373 responses

## Parking Service Meetings

Meetings with Parking Director,  
parking staff, enforcement staff,  
parking operator

## Key Themes

### Need more active parking enforcement in the CBD

1. Inconsistent and relaxed enforcement of existing regulations
2. Active enforcement of existing regulations is necessary for improving CBD parking conditions
3. Enforce time limits to ensure the on-street resources are available for short-term customers

### Need improved signage, wayfinding, and parking information in CBD

1. Need better communication of options
2. Need wayfinding signage an automated parking guidance system, and an app
3. Use technology to improve the parking experience



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# KEY RECOMMENDATIONS

## **Current Organization Structure**

### Multiple Departments

Delivery of public parking services involves Parking Services (part of Public Works Department's Multimodal Division), Facilities Management (a division of the General Services Department), Kansas City Police Department, Parking and Transportation Commission, and the Economic Development Corporation of Kansas City.

## **Recommended Organization Structure**

### Consolidation of Services

Maintain Parking Services as a component of Public Works Department's Multimodal Division

Consolidate public parking management services into a single organizational structure that includes on- and off-street parking planning, operations, maintenance, and enforcement

# KEY RECOMMENDATIONS

## Actions:

### Near-Term

1. **Financial and Asset Management Plan** - Prepare financial performance budgets and capital asset management plan
2. **Consolidated Budget** - Prepare consolidated financial statement for Off-Street, On-Street, and Enforcement
3. **System Financial Model** - Prepare a comprehensive financial model of total public parking system
4. **Parking Fund** - Establish a proprietary fund to support the operational sustainability of the public parking assets
5. **Price Management Policy** - Implement a price management program for public parking assets with annual review

### Long-Term

1. **Governance Review** - Periodically, re-evaluate organization structure to ensure the structure aligns with the City's goals
  - Transit Management Organization or Parking Management District
2. **Parking Enforcement** - Administer on-street parking enforcement through Parking Services



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